

## KOOLAU TUNNEL WILL BE THROUGH IN SHORT TIME

Miners in Each Entrance So  
Near That They Hear Each  
Others' Blasts—Four Hundred  
Feet Before Faces Meet

## BIGGEST WATER PROJECT EVER ATTEMPTED HERE

Difficulties Overcome Which  
Mark Work of Contracting En-  
gineer Jorgensen As Extraor-  
dinary — Engineers Marvelled

Within a few weeks, probably close to the first of December, the two tunnels being bored into the mountain backbone of the island, from Waialeale on the windward side, and from Waiawa on the Honolulu side, will meet and one of the most difficult tunnelling propositions ever attempted will be accomplished.

Ninety days ago the obstacles put in the way of the contracting engineer, Jorgensen, seemed almost insuperable. Wholly unexpected water basins had been tapped by the air drills in the face of each tunnel. In the south portal, on the lower side of the great bore, a veritable mill race was encountered, millions of gallons of water spurting daily from face, roof and floor of the tunnel. In the north portal, which is being driven with a down grade of two feet in the thousand, the water filled the lower level and drowned the workmen, coming in such quantities that the two great siphons installed were unable to handle it and the working capacity of the bore prohibited the installation of more drainage pipes.

## Obstacles Overcome

But, despite the tremendous difficulties, difficulties which visiting engineers marvelled over, the work continued until now the miners driving in from the north and those burrowing and blasting from the south are within 400 feet of each other, so close that the blasting, in one tunnel can be felt in the other. During the month of October, Mr. Jorgensen drove the tunnels ahead for a total of 452 feet. "With a little luck, I will make the 470 we had to make in November," he says, "and the tunnel will be through under the mountain, from one side of the island to the other."

The north portal is now in 2510 feet. The south portal is in 11,460 feet. The completed tunnel through the mountain will be 14,443 feet.

## Most Ambitious Project

When the final blast tears down the lava barrier between the faces of the two tunnels, the most ambitious water project yet attempted in the Territory will be practically completed, as the work on the many miles of side tunnels and water ditches is also rapidly nearing completion and very little will be left to do when the main tunnel has been completed. On the Waialeale side, the intake and of the irrigation system, some twenty-seven tunnels have been driven through the mountain spurs as far west as Kahana, the total length of these tunnels being 26,201 feet. These are connected up by concrete ditches and the tunnels themselves have been concreted to prevent seepage waste.

## Delivery System Complete

On the south end, the delivery end of the project, thirteen tunnels, with a combined length of 19,211 feet, are finished, designed to pick up the flow of the main bore and carry it to the west where it is turned into a series of concrete lined ditches and great steel siphons, to be delivered on to the thirty miles of the Oahu plantation at an elevation of 700 feet. These ditches and siphons carry the water for 21,000 feet across country and up and down the gulches.

The feeding system on the Kahana side gathers up the waters of twenty streams, and develops underground water sources with an aggregate flow of between four and five million gallons a day. The low water run through these feeding tunnels is estimated to be 35, 000,000 gallons each twenty-four hours which during the periods when the season's rains swell the Kahana run-off, the ditches and tunnels are expected to run to full capacity, which means that 125, 000,000 gallons will pour into the field ditches of the Oahu plantation at the time the water is needed for the crops.

## Underground River

The work in the south portal was made difficult because of the water that drenched everything and which reared from tunnel face to mouth, almost carrying the miners off their feet, but this was the worst. The tunnel sloping to wards the mouth, drained itself, and fortunately, the delivery system on the plantation side had been so nearly completed when the big flow was struck that the unexpected water, amounting to many millions of gallons a day, could be made use of by the plantation.

## Most Difficult Proposition

The disposition of the water struck in the north portal was a difficult proposition. That tunnel slopes from mouth to face, the water flowing into the tunnel and drowning out the miners. When the huge siphons proved inadequate to handle the flow, heroic measures were found necessary. These consisted of driving another tunnel, fifty feet to one side of and sixteen feet above and almost parallel to the main workings, the essential difference being that the tunnel was given an upward incline. Then, 1700 feet in the main tunnel a

## MAUI ASKS SURVEY OF HALEAKALA ROAD

Territory To Be Requested To  
Run Lines Preliminary To  
Construction

Advices from Wailuku are to the effect that the Maui Chamber of Commerce favors a road to the summit of Haleakala. It isn't ready just yet to say that the time for undertaking the formidable job has arrived, but at a special meeting held last Thursday afternoon for the purpose of considering the matter, a motion was adopted by which the superintendent of public works will be asked to make a preliminary survey of such a road, and to furnish some idea of how the work should be done, and how much it will cost. When such data is available, the problem of actually getting the road built will then be in order for consideration.

The chamber is also in favor of having all the territorial prisoners available to work on Maui roads, and the committee appointed at the last regular meeting to take the matter up with the board of supervisors, was further instructed to recommend to the county authorities, that steps towards this end be taken. The committee consists of J. C. Lindsay, R. A. Wadsworth, and J. J. Walsh.

The chamber also again went on record of favoring keeping up the county appropriation of \$50 per month for the Hawaii promotion committee, and adopted a resolution to this effect.

There was a good deal of discussion as to the value of public work for tourist promotion to Maui, both in connection with the proposed mountain road, and the cutting off of the promotion committee subscription by the county some time ago. D. C. Lindsay, William Searby, and some others expressed the conviction that Maui has not profited in any observable degree from the money already spent, and were opposed to doing anything more in that direction.

W. B. Thomson and H. A. Baldwin did not favor the idea of asking for territorial convicts for building the Haleakala road, but did want the prisoners for use on county roads. Mr. Thomson urged the importance of building a real road from Kahului to central Maui. Other speakers urged the necessity for road improvement in many other places on Maui. A. C. Bowditch felt that the Paia Makawao road should be put through, which he held would give Kula an outlet under all conditions.

D. Lurkin pointed out that all these roads mentioned are county roads and should be kept up by the county. E. R. Bevins was not in favor of convict work on strictly county jobs. R. A. Wadsworth, J. Garcia, and W. O. Aiken, were among the champions of the petting some kind of a start on the Haleakala road, and of backing up "promotion work." D. H. Case presented the resolution, later adopted, urging the supervisors to renew the promotion committee contribution.

President F. F. Baldwin was of the opinion that the building of a road to Haleakala is too big a job to be undertaken without due thought. He thought that such a road would cost at least \$500,000. William Searby thought that \$300,000 might do it, but that it would be a road about 30 miles long when it was completed.

Mr. Wadsworth, while not able to point to any specific results from the money spent for promotion, still believed that such results have been received. Mr. Wadsworth, W. H. F. and J. J. Walsh were certain that the road would show very definite benefit in way of tourist travel.

A huge centrifugal pump was installed, having a capacity of twelve millions gallons a day, and with this pump the accumulating waters are now lifted into the drainage tunnel and allowed to drain out of the way. The sight of the pump, thumping away, working deep in the bowels of the earth is one of the many interesting things to be seen just now around the Waialeale portals.

## No Force is Wasted

The water thus pumped and drained from the north tunnel at such expense is not allowed to escape without performing its share of the general work, however. Before escaping into the Waialeale gulch and on to the sea, the water is conducted through a 1400-foot siphon and against the dangers of the tunnel, which was developed 260 horsepower, converted by means of a 250 kilowatt dynamo into 2300 volts of electrical energy, and this electrical power runs the machinery and furnishes the light not only for the further work of the north portal but for the south portal as well. The 2300 volts, by transformers, are stepped up to 11,000 and carried by wire over the crest of the great pali and down the steep mountain slopes, where transformers again interpose and step down the current to one of 440 volts, to run the motors.

## Really Stupendous Work

Mr. Jorgensen, who picked up the "contract on the eve of the various outbreaks of trouble, has been carrying a really stupendous work along without much publicity and with little realization of the part of the general public that within a few miles of Honolulu one of the greatest tunnelling works ever undertaken by any engineer was being carried on. Not only have railroads been run up—literally up—the mountain sides from almost sea level to the main tunnel mouths, but massive machinery has been carried up and installed in gulch and on mountain side and deep underground and all the available forces of nature have been put to work to help in the main object, that of collecting the surface and subterranean waters on one side of the island and leading them miles underground on to the great fields of the leeward lands.

When Mr. Jorgensen breaks through and the two main tunnels become one, the work will happen within a comparatively few days now, a big feat will have been accomplished.

## JAPANESE TO GIVE 3 LINES SUBSIDIES

Toyo Kisen Kaisha, Nippon Yusen  
Kaisha And Osaka Shosen  
Kaisha Benefit

Vice Consul M. D. Kirjasoff, of Yokohama, in a special report to the department of commerce, estimates the share of the shipping subsidy allowed by the Japanese government for the three companies—the Toyo Kisen Kaisha, the Osaka Shosen Kaisha and the Nippon Yusen Kaisha—will receive, and gives figures showing the comparative costs of operating vessels on this basis and operating them under the conditions to which the American lines were subject. He states that inquiries in official quarters in Japan had been fruitless, and employs an examination of the regulations under which the subsidies are granted to reach his conclusions. His report follows in greater part:

## What Grant is Based On

"According to these regulations fifty sen (\$0.249) is to be granted to a ship, not more than five years old, per gross ton for every 1000 miles at twelve knots per hour, plus a ten per cent increase for each knot per hour faster than twelve, plus a twenty-five per cent increase for vessels which have been built according to plans approved by the government. Five per cent is to be deducted for each year of the ship's age in excess of five.

"The government will grant a subsidy to the Toyo Kisen Kaisha for three vessels, namely, the Toyo Maru, the Chiyu Maru, and the Shinyo Maru, of about 13,000 gross tons each; to the Osaka Shosen Kaisha for four vessels, namely, the Chicago Maru, the Panama Maru, the Canada Maru, each of 6000 tons; and the Hawaii Maru of 7000 tons; to the Nippon Yusen Kaisha for two vessels, the Shizuka Maru and the Yokohama Maru, each of 6000 tons.

## T. K. K. Gets the Most

"Under the regulations, then, the Toyo Kisen Kaisha will receive in 1916 for the ships mentioned approximately 1,635,000 yen (\$15,240), the Osaka Shosen Kaisha 1,001,000 yen (\$9,499), and the Nippon Yusen Kaisha the balance (the total subsidy for North America being 2,646,000 yen—\$1,468,004—for the year 1916) or 310,012 yen (\$154,386).

## Examination of the papers of the Pacific Mail Steamship Korea shows a monthly salary expenditure of about \$5000, while the average monthly expenditure for salaries on a Toyo Kisen Kaisha steamer does not exceed \$3000.

If anything this is too high an estimate. The Korea may be taken as an average vessel, since the Pacific Mail fleet consisted of two vessels of the size of the Korea, two larger ships, and only one smaller one. Taking into account the subsidy which the Toyo Kisen Kaisha receives, it costs this company about \$22,860 less per year to run one ship of its fleet of four than it did the Pacific Mail Steamship Company to run one of its five ships.

## Costs Korea \$5000 a Month

The total monthly salaries to officers and crew of the Korea, exclusive of the Asiatic crew, is given as \$3368.25. The wages of this part of the crew are equivalent in American money to \$1620, making the total monthly sum paid out in salaries \$4988, a low estimate.

Figures given in this consular report, as representing the amount of subsidy to be received by the Toyo Kisen Kaisha and the Osaka Shosen Kaisha, may be modified through an increased number of ships in the trans-Pacific service of these companies, mentioned in later reports from San Francisco and Honolulu, say Coast reports.

## VANDERBILTS TO VISIT HAWAII IN THEIR YACHT

Wealthy New Yorkers Are Ex-  
pected Here In December

Frederick W. Vanderbilt, the New York railroad magnate, is coming to Honolulu with Mrs. Vanderbilt in their yacht, the Warrior. Their arrival is uncertain, but probably will be in December.

The Vanderbilts have arrived at Coramundo via the Panama Canal, en route to San Francisco to visit the Exposition. After their trip to Hawaii they will return to Booth's Point, California, where they have leased a residence for the winter.

## ACCIDENTS WILL HAPPEN

It may be impossible to prevent an accident, but it is not impossible to be prepared for it. Chamberlain's Pain Balm is not beyond anyone's purse, and with a bottle of this famous ointment you are prepared for most accidents. For sale by all dealers. Beware of cheap imitations. Chamberlain, Smith & Co., Ltd., agents for Hawaii.

## ALL AUTO OWNERS IN PUBLIC SERVICE WANT PROTECTION

Will Organize In Effort To Pre-  
vent Chauffeurs From Run-  
ning Their Business

POLICEMEN ARE USELESS  
TO CONTROL SITUATION

## Gambling, Booze And Overcharg- ing Tourists Are Evils That Must Be Ended

A number of owners of rent automo-  
biles are getting together in an effort  
to check overcharging, the rough neck  
behavior of irresponsible chauffeurs at  
the wharves, and the open gambling  
which at present is being carried on by  
a number of chauffeurs, right under the  
nose of the police, every day in the  
land. A well known stand proprietor,  
speaking of the matter yesterday,  
said:

"It is high time that we took steps to protect ourselves from the tactics of certain chauffeurs. The police either can't or won't help us in the matter, of their own volition, so we propose bringing certain facts to the attention of the authorities, hoping thereby to force the police department to take action."

## Police Blind to Gambling

"The police are making a big bluff at arresting Oriental gamblers, but they leave the gambling chauffeurs severely alone. They may be seen, any morning when a steamer is coming in, shooting craps in the tonneau of a car, and sometimes openly on the wharf or sidewalk. Traffic officers stand by, apparently blind to the breach of the law which is being committed. In a crap game, as in all other games of chance, if someone wins someone must lose. The loser sometimes gambles away his own money, and sometimes that of his employer. In the former case he overcharges the first load that gets into his machine in order to get square, and in the second instance, more often than not, is guilty of embezzlement."

## The boozing chauffeur needs pulling up with a sharp turn.

"Some of this gentry keep a supply of liquor at their stand, finding it cheaper to buy the stuff by the bottle than by the glass in a saloon. With a load in his stomach and another in his car, the lit-up chauffeur takes 'lady friends' and others joyriding in his employer's car and often returns the machine to the stand in a more or less damaged condition."

## Menace to Public Safety

"The joyriding chauffeur, in this condition, is a menace to the public and a nightmare to the owner of the car. He should be arrested whenever his actions suggest that he is under the influence of liquor. The score or more detectives who spend six to eight hours every day playing cards in the headquarters of the detective bureau might, one would think, occasionally be sent out on cases similar to those which I have mentioned. They are too busy keeping tabs on the chess players, I suppose, to be troubled with anything else."

## With regard to overcharging, I want to say that this is one of the things which is giving Honolulu a black eye with the tourists.

"It is true that there is an ordinance permitting a chauffeur to charge five dollars an hour for the use of his car, but the going rate in the city for some time past has been \$3 for the biggest and best cars, and from \$2 to \$2.50 for the others."

"Four cylinder, four-passenger cars can make good money hauling at \$2 an hour, and owners of the big six cylinder, six-passenger machines can haul for \$2.50 an hour and still make money, and most of them are glad to do so."

## Rank Overcharge Made

"Only the other day a well known local man rang up my stand and ordered a car in which he wanted to take some tourists for a sight-seeing ride. The cars on my stand were all out so the call was transferred to a neighboring stand. The car sent out was a real chuckle affair, and unequipped to handle a load on a wet day, such as the day in question was, with comfort to the passengers. The chauffeur, who has been hauling right along for \$2 and \$2.50 an hour, presented a bill for three hours riding at the rate of \$4 an hour. He was compelled by me to cut down his charge to \$3 an hour, which he did with the worst possible grace."

## It is conduct like this which dis-

gusts tourists and brings the owners of stands who try to deal fairly and squarely with the public, into disrepute. The law in governing the maximum charge should be reasonable rate substituted. Provision should also be made for the imposition of a salutary penalty for the offense of overcharging."

## Rough With Strangers

"There are a gang of rough-neck chauffeurs in Honolulu who should be brought up short, and that as speedily as possible. Much more serious offenses than those of drinking and gambling could be charged against them. Their conduct at the wharves, while waiting for, or upon the arrival of, a steamer, is that of young hoodlums. They jostle passengers, abuse each other frequently in vile language and in the presence of women, and make nuisances of themselves generally. And the police have been powerless to check these things in short order. We Hawaiian drivers, by even a fairly efficient police force."

## MATSONIA HAS BIG MAIL FROM COAST

785 Sacks Will Come Wednes-  
day Morning; Captain Ed-  
wards Is In Command

Seven hundred and eighty-five sacks of mail are in the Matson steamer Matsonia, due to dock at Pier 15 at seven-thirty o'clock Wednesday morning, one day late. This may be the largest mail ever received here; it certainly is one of the largest. It is eight and one-half days' accumulation, at least one day more than any other mail has been. There was no sailing between the Matsonia and Matsonia. The Wilhelmina brought 623 sacks on her last voyage. The largest single Christmas mail last year was in the Wilhelmina December 22, 702 sacks.

A radiogram to Castle & Cooke said that there were 261 cabin and thirty-two steerage passengers, so the Matsonia is comfortably filled, although not so crowded as she was on former voyages. She has a large cargo: 5502 tons for Honolulu and 1471 tons for Hilo. The Matsonia brought 6519 tons and the Wilhelmina 6333. The Matsonia's cargo was the largest of the year up to that time.

There are fifty-three automobiles, of which forty-six are for Honolulu and seven for Hilo. The Matsonia probably will sail for Hilo Friday and return Monday, but will sail for San Francisco Wednesday morning, November 17, on time.

Capt. Francis M. Edwards, late of the Lurline, is in command, as the radiogram was signed by him. It is presumed that Capt. Charles Peterson is taking a vacation. This will delay the final changes of Matson masters received situated by the retirement of Capt. Henry F. Weeden.

Castle & Cooke are advised that the Matson steamer Enterprise will arrive from Seattle Wednesday morning with 2800 tons of cargo for Honolulu from the Sound. This voyage is extra service by the Matson line to fill the place of American Hawaiian steamers, delayed in going via Magellan. The Enterprise probably will be here two days and then will sail for Port Allen, Kaunakakai, Kahului and Hilo.

A radiogram from the Wilhelmina from Honolulu Wednesday, gave her distance from Honolulu as 1077 miles at eight o'clock Saturday evening.

## Grain Stops Moving To Australia When Good Crop Is Seen

There will be no oats or wheat shipments to Australia from Portland this year, Portland advises say, as Australia has had abundant rains and will have good crops. The last cargo from Portland was in the French bark Noemi, from Portland, September 1. Since July 1 Portland sent 1,081,374 bushels to Australia, as compared with 852,696 during the 1914-15 season. Australia's shortage also led to a demand from South Africa, which usually draws on the Commonwealth, and 1,281,641 bushels went there, one shipment reaching \$2,681 bushels.

When the Australian market was open demand for oats and wheat from Portland and hay and oats from San Francisco gave good charters to many steamers—a market which is not open to them now, but lumber will continue moving to the south for a long time, although most of it goes by rail.

Portland expects grain to move principally to Europe now that Australia is not a market, but there are prospects, according to Coast advices, that South America will remain a purchaser as long as good steamship service is had. After January 1 Portland expects a lively resumption of wheat shipments to Europe, even though vessels are forced to move via Magellan.

Honolulu benefited much from the wheat ships, as almost all called here for bunkers.

## ARMY IN CANAL ZONE CANNOT GET MOUNTS

Horses In Central America Are  
Not Large Enough

PANAMA, November 7. Much difficulty is being experienced by the United States troops in obtaining good horses for the various branches of the service in the Canal Zone. Very few of the animals raised in Panama are either high or heavy enough for the requirements of the army.

Recently Lieut. Joseph A. Marmion, aide camp to Brigadier General Clarence R. Edwards, commanding the Panama Canal troops, made a trip to the Province of Chiriqui to obtain horses. Out of more than 200 examined only eleven came anywhere near the army specifications. All of them were under fourteen hands high.

General Edwards made a trip to Costa Rica where he purchased a few animals but they also are not quite up to the army specifications. Army officers believe it will be necessary to obtain remounts from either Chile or Jamaica but the latter market, because of the war, is now temporarily closed.

## TO CURE A COLD IN ONE DAY

take LAXATIVE BROMO QUININE (Tablets). Druggists refund money if it fails to cure. The signature of E. W. GROVE is on each box. Main branch at the PARIS MEDICINE CO., St. Louis, U. S. A.

## MANY MEDICOS IN ANNUAL MEETING

Compensation Act Fee Ques-  
tion May Be Reported On—  
Otherwise All Is Harmony

With a trained attendance of more than fifty physicians and surgeons present the Medical Society of Hawaii yesterday began the three-day program of its twenty-fourth annual meeting. The sessions are held this year in the Bungalow in the Baited grounds.

Among those attending are one or two members from the other islands. Dr. Fred Irwin, of Hilo, in particular, and several visitors from the main land. Of the latter is Doctor Magnus of San Francisco.

For the most part the sessions are confined to technical discussions of subjects interesting chiefly to the medical profession. Two meetings were held yesterday. A clinic will take place at the Department Hospital, Fort Shafter, this morning, beginning at nine o'clock, and two hours later the physicians and their families will join in a picnic at the beach home of Dr. A. G. Hodgins. Election And Banquet.

Another technical discussion will be held tomorrow afternoon, ending with the annual business session, at which officers for the coming year are to be chosen. The annual meeting will end tomorrow night with a banquet at the Oahu Country Club, scheduled to begin at eight o'clock.

## One Live Question

There is a possibility that a special committee will report at the business meeting tomorrow on the question of fees which physicians shall charge for examinations required under the new workmen's compensation act. The law fixes no schedule fees and the question of legitimate charges is a live one in medical circles.

It is not certain the special committee will report at the annual meeting, but if it does the members are anticipating one lively debate on the topic. The committee consists of Dr. J. T. McDonald, chairman; Dr. C. B. Wood and Dr. L. J. Shepherd.

## Papers Read and Discussed

Two changes were made in yesterday's fixed program; otherwise the papers were read and discussions conducted as previously announced. Capt. J. D. Whitman's paper on "Surgical Complications of Measles" was read in the afternoon, taking the place of Dr. A. F. Jackson's paper, "Retention of Urine in a Child With Amoebic Dysentery." The latter was read as the first subject of last night's session, taking the place of the paper on "Some Sanitary Problems of Trench Warfare," which was to have been read by Col. F. R. Keefe. Colonel Keefe was unable to attend the meeting.

## ARCHANGEL HAS GROWN INTO NEW YORK RIVAL

With the impulse of the war and the necessity for bringing in supplies, Archangel began to expand until today it is the marvel of the commercial world, and is the subject of a long important report to the State Department from Henry G. Baker, commercial attaché at Petrograd. Mr. Baker says:

"Archangel is the only port of European Russia open for foreign business by direct sea communication, and except Vladivostok in eastern Siberia it has no rival in the Russian Empire. From a comparatively unimportant port about a year ago, dependent chiefly upon its sawmills and fishing fleets for prosperity, it has suddenly become one of the most important ports in the world, rivaling even New York in the number and tonnage of ships arriving and departing between May 1 and the close of the free navigation."

"At the time of my visit in August," writes the commercial attaché, "about 120 large steamers were in port, and about 300 small vessels since May. An immense number of boats and barges are also engaged in river and canal navigation, many of them carrying as much as 2000 tons each."

Mr. Baker says there are thirty-five large piers in front of the main part of the city, where there were only three or four a year ago, and more than 100 large warehouses have been built beside the piers. He says there has been an insufficiency of piers and warehouses, and that some ships arriving with cargoes are compelled to be out in the stream for some weeks before they can unload. One American steamer had to wait five weeks to discharge. Preparations on a large scale are being made to care for the traffic next spring.

Archangel probably has been closed for the winter, although an statement to that effect has been received here, however, Ekaterina will remain open."

## VIMNEY SUIT AGAINST MRS. KNIGHT DISMISSED

The \$12,000 suit for attorney's fees instituted in the local circuit court some months ago by William A. Kinney against Mrs. Elizabeth J. Knight was dismissed by Judge Stuart yesterday on the ground that no legal case had been made out by the defendant. Mr. Kinney represented Mrs. Knight in the recent will contest over the Thelma Barker Smart estate fight and acted for her in the contest for the custody of her two children. Edward Smart was appointed executor of the late Parker Barker Smart on the Island of Hawaii.

## COMING IN HAWAII PASSES TO NEW HANDS

Major General Carter Receives  
Farewell Salutes From Troops  
Lining Honolulu Streets As He  
Drives To His Transport

## RETIRE FOR AGE WITHIN A FEW DAYS

Brigadier General Wisser Now In  
Command of The Department  
Of Hawaii—No Changes In  
Department Staff Announced

Major Gen. William Harding Carter, U. S. A., commander of the Hawaiian department, and Honolulu said farewell to each other yesterday. At noon the general and Mrs. Carter sailed for San Francisco in the United States Army transport Logan. The general will be retired for age November 19, and as he is on leave until then, his active career ended yesterday—a career that had its active beginning after his being graduated from West Point, when he was appointed second lieutenant of the Eighth Infantry June 18, 1873.

Lining the streets from the department headquarters in the Young building to the dock were troops and citizens. At the dock the formal farewell of the army was concluded, but an informal reception aboard ship, at which friends of General and Mrs. Carter said their personal aloha, continued up to the moment of sailing.

## Wisser In Command

Brig. Gen. John P. Wisser, former commander of the First Hawaiian Brigade, Schofield Barracks, took command of the department immediately after the departure of General Carter. No announcement has been made of changes in the staff.

At ten forty o'clock yesterday morning General Carter left his offices in the Young building and entered an automobile. As his car started the trumpet blew and a squad of the Fourth Cavalry, commanded by Capt. Walter C. Short, formed ranks and preceded the automobile, in which rode General Carter, General Wisser and General Carter's aide, Lieut. Richard H. Kimball, Fourth Cavalry.

## Automobiles bearing the members of the staff followed.

## Drawn Up In Honor

Three troops of the Fourth Cavalry, commanded by Lieut. Jerome G. Phillips, were drawn up in Bishop street and on the main side of King street to Richard street. The cavalrymen brought their sabers to the present as the commander passed.

From King and Richard streets to the dock the Second Infantry and a battalion of Coast Artillery were drawn up and they brought their rifles to the present. At the gangplank the band of the Second Infantry and the Royal Hawaiian band played "Aloha Oe" as the general boarded the Logan.

## Distinguished Career

General Carter was born at Nashville, Tennessee, November 19, 1851, and was educated at the Nashville schools and the Kentucky Military Academy. He was graduated from the United States Military Academy in 1873, and was appointed a second lieutenant of the Eighth Infantry June 13, 1873.

He was transferred to the Sixth Cavalry November 28, 1874; he became first lieutenant April 14, 1879; captain November 20, 1889; major and acting adjutant January 29, 1897; lieutenant colonel May 18, 1908; colonel April 17, 1902; brigadier general July 15, 1909, and major general November 13, 1909. He was awarded the medal of honor by congress "for distinguished bravery in action against Apache Indians at Cibola Creek, Arizona, August 30, 1881."

## The general has attained fame, also, by his writings.

He and Mrs. Carter will reside in Washington.

## ANOTHER SEA TERM IS ELIMINATED